



➤ First Measure M-Funded Rail Project Breaks Ground

The Foothill Gold Line from Glendora to Montclair is a 12.3-mile extension of the Metro Gold Line light rail system that currently runs between East Los Angeles and Azusa. The project is part of the growing network of rail lines in Los Angeles County and will add new stations, one in each of the corridor cities: Glendora, San Dimas, La Verne, Pomona, Claremont and Montclair. In December 2017, the Foothill Gold Line Construction Authority (Construction Authority) officially broke ground on the \$1.5 billion light rail project, making the Foothill Gold Line the first Measure M-funded rail project to move forward to construction.

The Glendora to Montclair segment will be built along the former Atchison, Topeka and Santa Fe (ATSF) railroad right-of-way and will share the 100-foot-wide (on average) rail corridor with freight throughout and Metrolink from Pomona east to Montclair. While the different rail services will share the corridor, they will not share tracks or stations. The Foothill Gold Line will run on its own two tracks (one for eastbound, and one for westbound, trains) with overhead catenary wires (electric lines) to power the trains. BNSF and Metrolink both operate diesel-powered locomotives. They will continue to run on their own dedicated track(s), to be relocated within the shared corridor as part of the project.

Twenty-six (26) at-grade (street-level) crossings will be built along the Glendora to Montclair segment. At these locations, the light rail trains will cross the street at street level, requiring traffic to stop for about one minute per train. All at-grade crossings will be improved and reconstructed as part of the construction of the new light rail line. Additionally, at least 25 new grade-separated crossings will be completed as part of this project. At these locations, the Gold Line trains will cross the intersection on a bridge; not interfering with the street-level vehicular and pedestrian traffic. All existing freight bridges are also being rebuilt for the freight system (no new freight or Metrolink bridges are being built as part of the Gold Line project). ■



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FAST FACTS

- Estimated Cost:** \$1.5 billion
- Groundbreaking Year:** 2017
- Completion Year:** 2026
- Distance:** 12.3 miles
- Stations:** Six
- Parking:** Parking facilities at all six stations (with spaces for EVs, bicycle parking and bus and drop off areas)
- Capacity:** 200 passengers per light rail car; two- and three-car trains
- Speed:** 55 mph (maximum)
- Daily Train Traffic:** More than 200 Gold Line trains
- Gold Line Train Power Source:** Electricity (Overhead Catenary System)
- At-Grade (street level) Crossings:** 26
- New and Renovated Bridges:** 25

Major construction will start in 2020 and involve two phases



➤ Project Timing – Two Major Construction Phases

The Foothill Gold Line officially broke ground on December 2, 2017. The first few years of the project will be spent relocating utilities, conducting pre-construction activities, hiring a design-build contractor and finalizing design. Major construction will start in 2020 and take about six years to complete. Major construction will take place in two phases: (1) relocating/rebuilding the freight/Metrolink systems and (2) building the light rail system.

During the first major phase of the construction, the existing freight/Metrolink systems will be relocated from their current position in the center of the shared rail corridor to the southern half (except from Lone Hill Avenue in Glendora to Towne Avenue in Pomona, where they will be relocated to the northern half). The relocation of the freight/Metrolink systems will need to be completed with minimal disruption to operations of these services and will include relocating the Claremont Metrolink Station along with rebuilding several freight bridges and improving all of the project's 26 at-grade crossings. Once the freight/Metrolink systems are relocated, construction of the Gold Line light rail system will begin. This major phase will include building all elements of the Gold Line light rail project - stations, tracks, communication and safety system, parking facilities and much more. Completion is expected in 2026. ■

Work Plan

| 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 |
|--|------|------|--|----------------|------|--------------------------------|-------------------------------|------|------|
| Groundbreaking - December 2, 2017 | | | | | | | | | |
| ★ Utility Relocation (Completed Aug. 2018); Pre-Construction Activities | | | | | | | | | |
| Alignment Contract Award - Late 2018 (anticipated) | | | | | | | | | |
| ★ Alignment Contract | | | | | | | | | |
| Final Engineering | | | | | | | | | |
| PHASE 1 | | | Freight/Metrolink Relocation Construction | | | | Substantial Completion | | |
| | | | | PHASE 2 | | Light Rail Construction | | | ★ |

Utility Relocation



➤ Hiring the Design-Build Teams

Over the first few years of the project, three contracts will be awarded by the Construction Authority to construct the Glendora to Montclair segment. The first contract was to relocate and protect strategically-located utilities that cross the railroad corridor. W.A. Rasic Construction was awarded the utility relocation contract in September 2017, and recently completed the contract two months ahead of schedule. Importantly, this work was done ahead of the main design-build contractor beginning work.

The main contractor will be responsible for all elements of the 12.3-mile project, with the exception of parking. The main contract is under procurement now using a multi-step, competitive process, which started in November 2017. To date, four teams were deemed most qualified and shortlisted to compete for the work. Each of the shortlisted teams possess the qualifications to complete all elements of the light rail project, experience completing similar projects, experienced managers to lead the effort, and have demonstrated financial and legal qualifications.

In September 2018, the four shortlisted teams submitted proposals to the Construction Authority, which are under review now by six committees of experts. The proposals will result in an award to the team providing the "best value" to the agency. This methodology assures the Construction Authority will hire the team that not only provides an efficiently-priced bid, but also proposes the best personnel and processes for delivering a high-quality project on time and on budget. The Alignment Design-Build Contract is expected to be awarded in late 2018. A third and final contract for the parking facilities will be procured in the future. ■

Existing Metro Gold Line

Glendora to Montclair Segment



Part of the Growing Rail Network in Los Angeles County



The majority of project funding is coming from Los Angeles County Metro's Measure M.

➤ Construction – What to Expect

The first few years of the project will see construction in several locations along the corridor and minor community impacts. Once major construction begins in 2020, the community can expect temporary construction impacts, including extended street closures at street crossings, short-term lane closures, noise - mostly from construction vehicles during limited construction hours - and other construction-related impacts. Community notifications will be provided ahead of construction impacts starting.

Additionally, permanent changes will also occur. Permanent changes include (but are not limited to): a new station and associated parking facility in each corridor city, safety enhancements at all street crossings (raised medians, red curbing and turn restrictions within 100 feet of the rail corridor at all street crossings), new fencing and walls to secure the rail corridor and provide noise protection where required, relocation of the freight/Metrolink track(s) closer to the edge of the corridor to make room for the two light rail tracks, new overhead lines to power the Gold Line system, and the addition of more than 200 train trips in the corridor per day. Additionally, changes will take place in each city:

Glendora: In Glendora, new light rail bridges (Gold Line only) will be built over the Foothill Boulevard/Grand Avenue intersection, at Lone Hill Avenue and at Route 66 (the existing Route 66 freight bridge will also be relocated and rebuilt as part of the project). A traffic signal will be installed at the intersection of Elwood Avenue and Foothill Boulevard. West Ada and Glenwood Avenues will be permanently closed at the railroad corridor, as required by the California Public Utilities Commission to improve safety along the corridor, and made into cul-de-sacs.

San Dimas: In San Dimas, a new light rail bridge will be built over the Bonita Avenue/Cataract Avenue intersection (Gold Line only), requiring the permanent closure of Monte Vista Avenue at the railroad corridor. A new pedestrian underpass will be built to allow north and south pedestrian access at Monte Vista Avenue. The freight track will remain at street level.

La Verne: In La Verne, the Gold Line tracks will cross White Avenue at street level, and White Avenue will be widened from the railroad tracks north to 6th Street. The freight track will remain at street level.

Pomona: In Pomona, new light rail bridges (Gold Line only) will be built over Garey and Towne Avenues. Additionally, the California Public Utilities Commission is likely going to require changes to the Pomona North Metrolink Station access from Fulton Avenue; restricting turns to right-in and right-out in the future.

Claremont: In Claremont, the Metrolink station will be moved from its current location west of College Avenue, several hundred feet east of College Avenue, and only the Gold Line tracks will be grade-separated on a city-designed bridge over Indian Hill Boulevard.

Montclair: Minimal permanent changes are anticipated in the City of Montclair. ■

> During Construction, Foothill Gold Line to Generate \$2.6 Billion in Economic Return, Tens of Thousands of Jobs

The Construction Authority recently released an economic impact analysis report entitled "Economic Impact Study of the Foothill Gold Line Glendora to Montclair Segment," prepared by Beacon Economics that quantifies the significant economic impact that will result from the \$1.5 billion public investment the region is making in the six-station light rail project, including: jobs created, economic output, labor income and tax revenues. Below are some highlights from the report's conclusion:

During Construction, the Foothill Gold Line will generate for Los Angeles County:

- More than \$2.6 billion in economic output; \$1.6 billion in construction and professional services
- Nearly 17,000 jobs; 10,000+ in construction and professional services
- More than \$1 billion in labor income
- Nearly \$40 million in tax revenues

Once in Passenger Service, the extension will continue to generate economic impacts for Los Angeles County:

- More than \$52 million in economic output, annually
- \$17 million in labor income, annually
- Nearly \$800,000 in tax revenues, annually
- 277 on-going jobs

The economic report also highlights the importance of the secondary economic benefits of private investments in transit-oriented development near the six future Gold Line stations from Glendora to Montclair:

- The future extension has already spurred \$1 billion in private investments in residential and commercial development, including nearly 1,200 residential units near the future Montclair station alone and one million square feet of commercial property.
- An additional nearly \$600 million in development is planned along the corridor; with more than 1,800 new residential units and 10,000 square feet of commercial space in the works within a half-mile radius of a future station.

To see a full copy of the report, visit www.foothillgoldline.org ■

> About the Construction Authority

The Foothill Gold Line Construction Authority is an independent transportation planning, design and construction agency created by the California State Legislature to build the Gold Line light rail system from Union Station in downtown Los Angeles to Montclair. The Construction Authority is independent from Los Angeles County Metro (Metro); however, the two agencies work closely together during the planning and construction process and the Construction Authority builds the line to meet Metro's specifications. Other partner agencies include Metrolink, Caltrans, San Bernardino County and the six corridor cities.

The Construction Authority completed the 13.9-mile Los Angeles to Pasadena segment in 2003, and the 11.5-mile Pasadena to Azusa segment in 2015 - both on time and under budget. The Construction Authority began planning for the Glendora to Montclair extension in 2003, and since that time has completed environmental review and advanced conceptual engineering and is now starting construction.

Once the Construction Authority has completed each project segment, it is turned over to Metro to operate and maintain. ■



Foothill Gold Line

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PROJECT FUNDING

The portion of the project within Los Angeles County (Glendora to Claremont) is being mostly funded by Metro's Measure M half-cent sales tax, as well as residual Measure R funds from the Pasadena to Azusa project. The extension to Montclair is being funded by San Bernardino County. The project was also recently awarded state funds (including SB1).

If you haven't already, take a minute to sign up to receive community information updates and future construction updates at www.foothillgoldline.org.

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